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SHIPPING OPERATIONS SHOW IMPROVEMENT

DISCLOSES VLADIVOSTEK FIRT FIGURES -- Morekoy Flot, No 54, 8 Jul 49

The steamship Timiryazev recently arrived in the port of Vladivostok. Within 61 hours, it departed; unloading operations had been completed in 66 hours [sic]. This is typical of the labor victories of Vladivostok port workers in handling ships of large tonnage. On approaching Vladivostok, a ship radios ahead to the port authorities informing them of the time of its arrival, the nature of its cargo and its disposition. The port workers then draw up a plan and schedule for unloading the ship before the ship arrives.

The following figures illustrate the improvement in the operation of Vladivostok port. In 1948, 4,126 ship-hours were saved in loading and unloading operations, but 2,941 ship hours were saved in only the first 5 months of 1949. In 1948, an average of 34 hours was saved in loading and unloading each ship, but an average of 40 hours was saved for each ship during the first 5 months of 1949.

In 1948, 32.9 percent of ships were handled by high-speed loading and unloading methods, but in 1949 this percentage was increased to 43 percent in the first quarter, 49 percent in April, and 51 percent in May. These high-speed methods have decreased the number of unproductive hours of ships lying in Vladivostok harbor. In December 1948 this amounted to 1,008 ship-hours, in January 1949 to 877 ship-hours, February 309 ship-hours, March 22 ship-hours, and April 27 ship-hours.

The port has achieved particularly good results in handling large slips, such as the steamships A. Nevskiy, Stepan Razin, Bryansk, and Tashkent. However, some ships have arrived in Vladivostok with poorly loaded cargoes, thus creating difficulties for the port workers. Among such ships have been the steamships Dekabrist and Miklukho-Maklay.

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SECTION

RICA PORT EXPANDS LOCAL SHIPMENTS -- Morekey Flot, No 54, 8 Jul 49 50X1-HUM

At the beginning of June, the port of Riga was in danger of not fulfilling its plan. The shire expected according to the time schedule would not be sufficient for the port to fulfill its monthly plan, to say nothing of its socialist obligations. To meet this challenge, Riga port officiels solicited new shipping orders from local and republic organizations. This program has brought good results. The number of permanent customers has increased almost 100 percent. Brick and timber are now being shipped to Leningrad by water. Three steamships are operating regularly on this route. Barges loaded with local freight are sent to Ventspils and Lepays. Scrap metal, gravel, sand, brick, etc., are sent down the Dvina River to the out-

Riga port workers are handling ships by high-speed methods. The steam-ship Yalta was unloaded by hours ahead of schedule.

SHIP'S OPERATION IMPROVES -- Morekoy Flot, No 54, 8 Jul 49

The Diesel ship Azerbaydzhan, sailing on the Caspian Sea, has had good results operating on a regularly scheduled freight route. In one of its trips between Makhachka and Krasnovodsk, 32 hours were cut off the scheduled unloading and loading time in Makhachkala. Upon arriving in Krasnovodsk the ship was unloaded in 182 hours instead of 33 hours as planned.

MARITIME FLEET MUST PREPARE FOR GRAIN SHIPMENTS -- Morskoy Flot, No 54, 8 Jul 49

The approach of the harvest season poses an important problem for the maritime fleet. Some inadequacies must be overcome if its task is to be dealt with successfully.

One of the greatest shortcomings in freight shipment last year was the imadequate preparation of port warehouses to receive grain. This trouble must not be repeated.

Many ships were under repair during the grain-shipping season last year, and as a result, many shipping lines were not able to supply the planned tonnage for grain shipments. Ship-repair plants must repair on time those ships which are to be used for grain shipments. At present, the slow repair of ships to be used in shipping grain on the Caspian Sec gives cause for alarm. The Diesel ships Kolyma and 30 let VLKSM are still under repair at the Ship-Repair Flant imeni Zekavkezhaya Federatsiya. Repair of the steamships Syr-Der'ya and Amu-Der'ya is going slowly at the "Parizhekaya Kommuna" Plant. These ships must be ready for the very first grain shipments.

Establishment of close contact between railroads, shipping lines, and port workers is also of great importance. The alightest disalignment between them results in idle ships and railroad cars. For example, such a lack of coordination brought about a standstill on the Feodosiya-Poti freight-shipping line last year. The railroad failed to deliver the required number of freight cars to Poti. As a consequence, ships stood idle in Poti port and the elevator was filled with grain. This in turn led to idle railroad cars awaiting ships in Feodosiya.

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LIST SCHEDULE OF BLACK SEA SHIPS -- Pravda Ukrainy, No 159, 8 Jul 19

Passenger ships of the Black Sea Ship Line operate regularly on Crimea-Caucasus express and fast lines. The turboel ctric ship Vyschesley Molotov and the Diesel ship Ukrains operate on the express line. The Rossiye, largest ocean-going Diesel-electric ship, will go into service in July. Express ships carry passengers from Odessa to Batumi in 64 hours. Fast-line ships make prolonged stops in Yalta, Fedosiya, and Sochi, giving passengers the opportunity to become acquainted with the best resorts in the country.

Express-line ships will depart from Odessa on the following dates: 4, 6, 8, 12, 16, 18, 21, 25, 28, 31 July, and 2, 6, 10, 13, 15, 19, 23, 25, 27, 31 August. Fast line ships will leave Odessa on 14, 27, 31 July and 12, 17, 29 August.

Tickets are on sale at port stations.

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